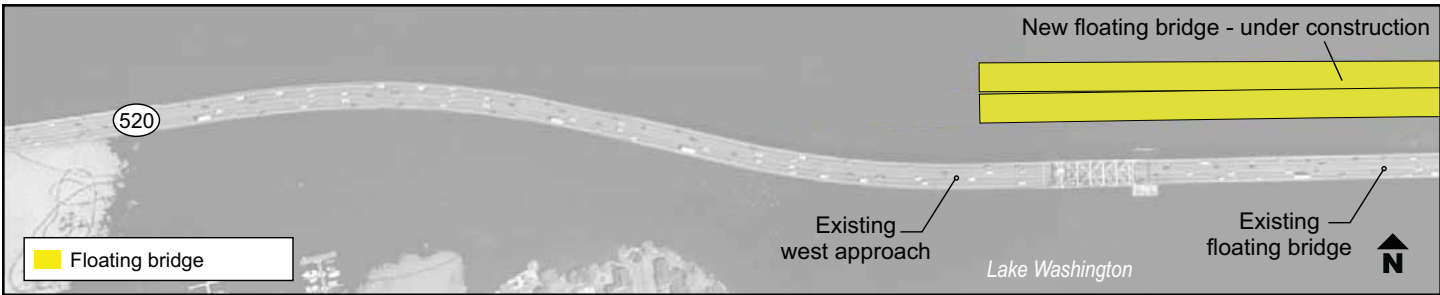


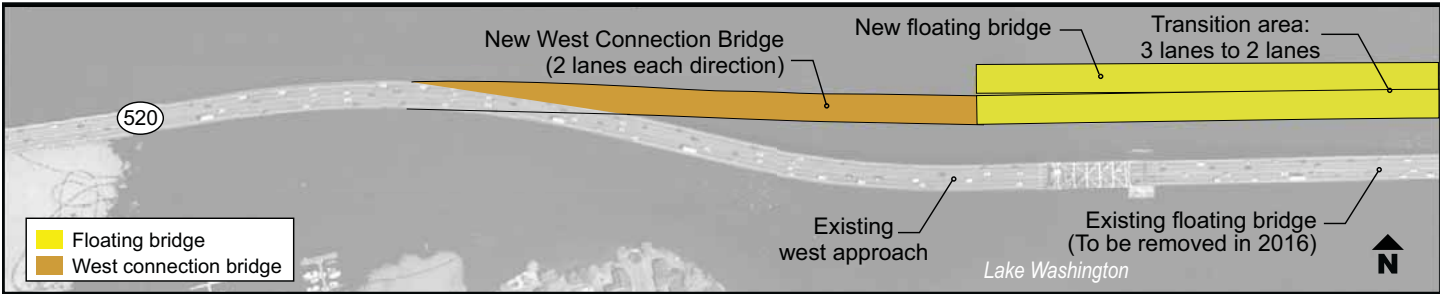
How will we connect the new SR 520 bridges?

Construction will take place in the following phases:

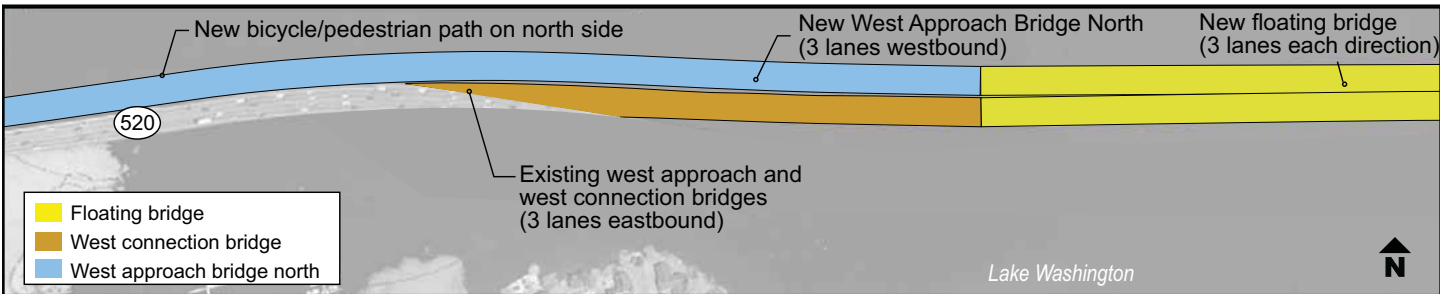
Step 1 - Floating bridge: Work on the new floating bridge is already under way on Lake Washington.



Step 2 - West Connection Bridge: In fall 2014, we completed a interim west connection bridge that will connect the new floating bridge to the existing west approach bridge.



Step 3 - West Approach Bridge North: In fall 2014, we started work on the West Approach Bridge North. When WABN is complete, westbound traffic will travel on the new structure while eastbound traffic will travel on the existing west approach.



For more information:

**Construction hotline:** 206-708-4657

**Email:** SR520Bridge@wsdot.wa.gov

**SR 520 WABN Website:**  
wsdot.wa.gov/projects/SR520Bridge/WABN

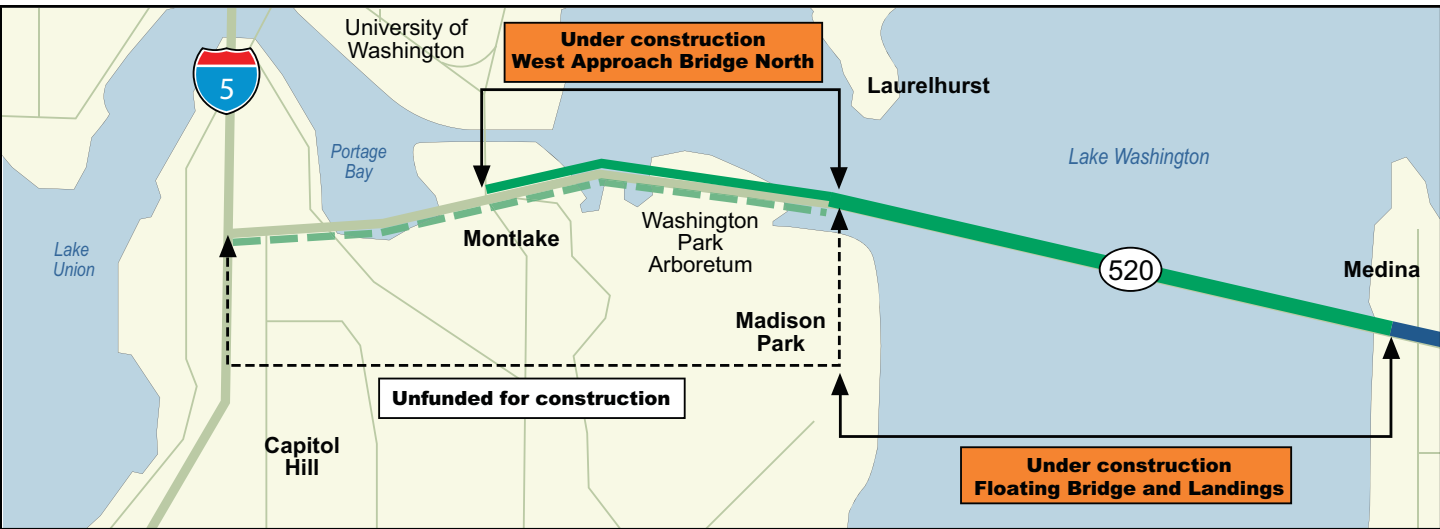


**Americans with Disabilities Act (ADA) information:** This material can be made available in an alternate format by emailing the WSDOT Diversity/ADA Affairs team at [wsdotada@wsdot.wa.gov](mailto:wsdotada@wsdot.wa.gov) or by calling toll free, 855-362-4ADA(4232). Persons who are deaf or hard of hearing may make a request by calling the Washington State Relay at 711.

**Title VI Notice to Public:** It is the Washington State Department of Transportation's (WSDOT) policy to assure that no person shall, on the grounds of race, color, national origin or sex, as provided by Title VI of the Civil Rights Act of 1964, be excluded from participation in, be funded programs and activities. Any person who believes his/her Title VI protection has been violated, may file a complaint with WSDOT's Office of Equal Opportunity (OEO). For additional information regarding Title VI complaint procedures and/or information regarding our non-discrimination obligations, please contact OEO's Title VI Coordinator Jonté Robinson at (360) 705-7082.

Building the West Approach Bridge North  
*Construction underway to replace vulnerable structure*

October 2014



The West Approach Bridge North (WABN) is the next construction phase of the SR 520, I-5 to Medina: Bridge Replacement and HOV Project. This three-lane, 1.2-mile-long structure, built to modern earthquake standards, will connect westbound travelers from the new floating bridge to the Montlake vicinity in Seattle (see additional details on back page).

The project will also connect the new, 14-foot bicycle/pedestrian path from the Eastside and new floating bridge to Montlake, creating new travel options to major local and regional destinations. This project also extends a new transit/HOV lane to support bus and carpool reliability.

Environmental mitigation and community enhancements will improve the Arboretum, create a new local park, and enhance local natural resources. The Washington State Department of Transportation will work to minimize noise and traffic during and after construction.

This phase of work is fully funded after WSDOT received a \$300 million federal loan. Construction began in fall 2014, and the new bridge is expected to open to drivers in summer 2017.

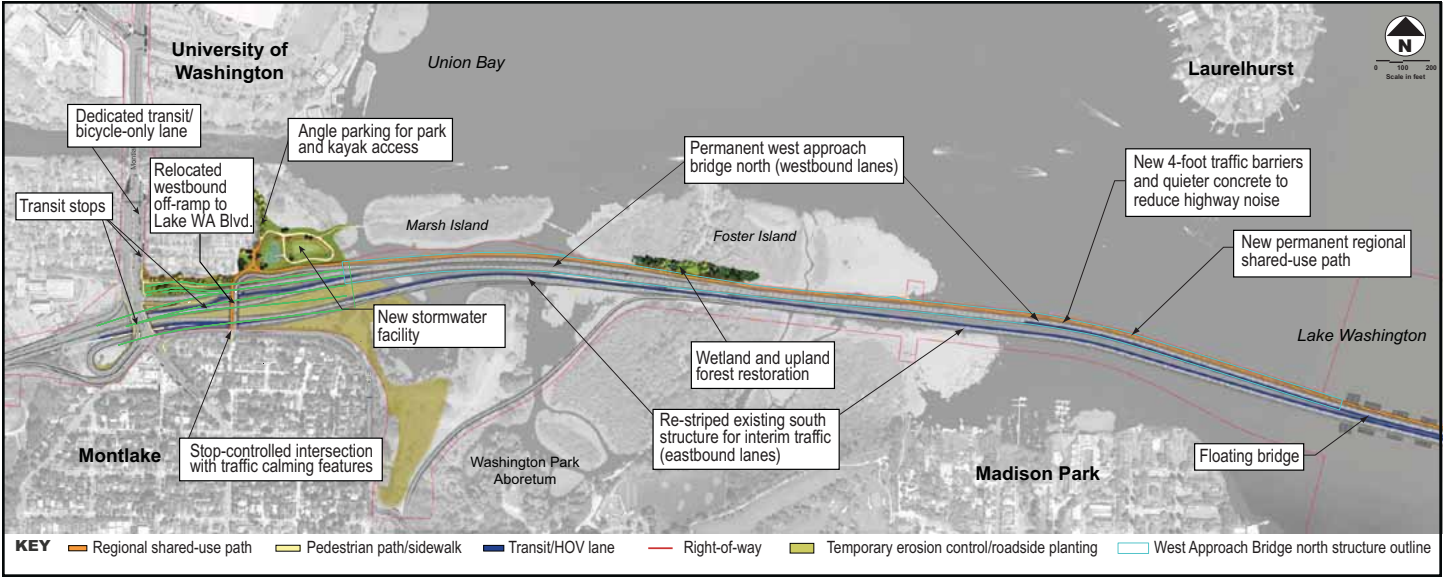


Photo of damage to a hollow bridge column supporting the existing west approach bridge. The column was damaged – and later repaired – after a barge collision in 2000. If the existing west approach bridge fails in a catastrophic event, the new West Approach Bridge North structure could support four lanes of traffic in an interim condition.



An artist's rendering of the new west approach bridge in the final configuration, including the north and south halves. The WABN phase will only build the north half. The south half requires additional funding.

WABN key features



Why is WSDOT building the WABN phase now?

WSDOT is building improvements to the SR 520 corridor in phases as funding becomes available, prioritizing replacement of vulnerable structures first. This phased implementation was outlined in the project’s 2011 final environmental impact statement, and is common for projects of this scale.

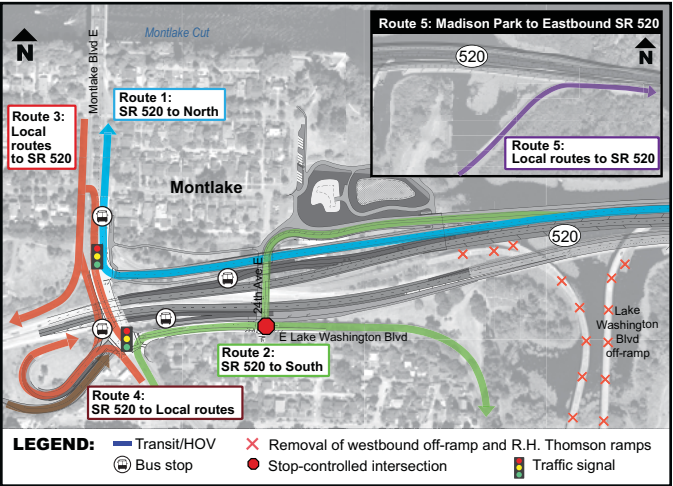
By building this phase now, we are completing a key part of the I-5 to Medina project and bringing a number of benefits, including:

- Connecting the new regional bicycle/pedestrian path to the Montlake vicinity.
- Connecting the new transit/HOV lanes across Lake Washington to multimodal hubs in the Montlake and University areas.
- Moving traffic onto a new, seismically safe structure that could accommodate four lanes if the existing, southern half of the west approach bridge collapsed.
- Implementing noise-reduction strategies such as 4-foot traffic barriers, encapsulated bridge joints and quieter concrete to reduce highway noise.
- Maximizing available funds by building during a favorable bidding environment.

We are committed to building the remaining project phases and completing the full corridor all the way to I-5. We are actively working with local, state and federal partners to secure the remaining funding.

Will the WABN phase affect traffic in the Montlake area?

In short, no. This phase will not significantly increase overall traffic volumes in the Montlake area. Today, traffic volumes are lower in the Montlake area due to tolling on SR 520, and we expect to see similar volumes after WABN opens. Local travel times will be approximately the same after this phase is operational as they are today. When construction is complete, drivers will use similar routes to travel to their destinations.



One key difference is that the westbound Arboretum off-ramp will be removed, and its function replaced by a new off-ramp at 24th Avenue East.

We worked closely with the City of Seattle and local communities to integrate neighborhood traffic management strategies and support anticipated traffic patterns before, during and after construction.

What environmental and community benefits will the project include?

The project includes a number of design features and mitigation projects that will provide direct benefits to the local community and environment, including:

Environmental mitigation

Aquatic, wetland and parks mitigation measures will result in:

- A new Arboretum trail
- A new public park just north of SR 520
- A new stormwater treatment facility at the old Museum of History & Industry (MOHAI) site
- Removal of the westbound Arboretum off-ramp and unused R.H. Thomson ramps



View of ramps in the Arboretum. Once fully completed, the WABN project will remove the westbound off-ramp and unused R.H. Thomson ramps.

Bicycle and pedestrian connectivity

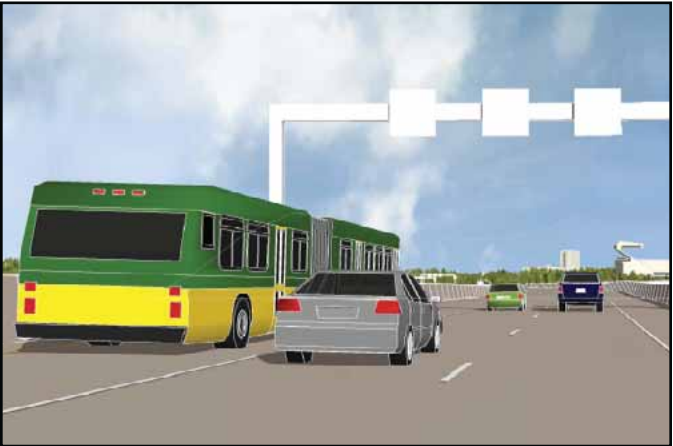
The permanent regional shared-use bike path will connect Seattle and the Eastside and improve overall bicycle and pedestrian connectivity.



Visualization of the bicycle/pedestrian path on the north side of the new West Approach Bridge North.

Transit connectivity

Extending a dedicated transit/HOV lane to Montlake will maintain existing bus service and access, and improve transit connectivity and reliability.



Visualization of bus and cars traveling westbound on the new West Approach Bridge North structure.

Sustainability

In addition to the improvements for bicyclists, pedestrians and transit riders, design refinements also reduced concrete volumes by nearly 50 percent compared to the original design.

What to expect during construction

As we move forward with construction, we are committed to construction management practices that avoid, minimize and mitigate the effects of our construction activities on neighbors, communities, and the traveling public.

Construction best practices include:

- WSDOT will provide the public with advance notice of highway closures and lane closures on local streets.
- Highway closures will be limited to nights and weekends to keep weekday traffic flowing.
- Montlake Boulevard and other local streets will remain open during daytime construction hours and will have nighttime lane closures.
- One navigation channel on Lake Washington will remain open throughout construction.